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NO. 37.

GROWTH OF TRADE.

Statistics Showing The Increase of Our Shipping.

IT HAS BEEN NOTABLE THIS YEAR

Despite Our Remarkable Increase But Little More Than 8 Per Cent. of the Country's Commerce is Carried by American Vessels.

Washington, Special.—The report of Mr. Chamberlain, the United States Commissioner of Navigation, states that the past fiscal year has been the third successive year of notable prosperity and growth in American shipping, exceeding the two previous years. The extent and nature of work under way or projected in shipyards promises an even greater growth for the current fiscal year. American tonnage has now attained practically the former maximum of 1861. The figures of 1901, compared with 1861, show an increase in coal-carrying vessels from 2,704,544 tons to 4,522,633 tons (two-thirds of this increase being on the Great Lakes), a decrease in foreign trade vessels from 2,496,894 tons to 879,595 tons and a decrease in whaling and fishing from 33,754 to 61,940 tons.

Of our total tonnage 3,232,201 tons are wooden vessels, and only 1,901,017 tons are iron or steel. In 1900 Great Britain launched 1,440,000 tons of steel vessels. Although registered American vessels increased 62,425 tons during the year, American vessels carried only 8.2 per cent. of our exports and imports, the smallest percentage in our history.

Our fleet of ocean steamers in foreign trade, the report says, is too small to be compared with that of foreign nations. It is compared with the fleets of four large British and German steamship corporations, each of which exceeds the American fleet in tonnage, mileage and business. The tonnage built and documented in the United States during the past fiscal year comprised 1,550 vessels and 433,469 gross tons. The steel vessels under construction or under contract during the current fiscal year will much exceed similar tonnage built in any previous year. The bureau is advised of 89 such merchant vessels of 355,645 gross tons, to be valued at about \$16,000,000. Besides these, 71 naval vessels of 231,143 tons displacement are building at contract prices of \$78,000,000. In this work 44 plants with a capital of about \$63,000,000 and employing about 46,000 men are engaged. The building of ten trans-Atlantic steamers presumably rests on anticipated legislation by Congress. Six for the Atlantic Transport Line are building from the same plans used in building steamers in England for the same company. The cost of a steamer of the "Minnehaha" type will be 1,846,000, the British cargo steamers will be \$729,000, for which the British price ranges from \$524,000 to \$486,000.

The difference in wages on American and foreign vessels is considered in detail. In illustration, the pay roll (excluding master) of 330 men on the steamer St. Louis is \$11,300; of 427 on the British steamer Oceanic is \$9,900, and of 500 on the German Kaiser Wilhelm Der Grosse, \$7,715. The German is the fastest steamship and the American is the smallest. The report contains a detailed statement of the foreign voyages of American vessels last year, showing that the American flag was seen much oftener on the North Atlantic during President Jefferson's embargo (1808) or during the cruises of the Alabama than at present. Foreign shipping in our Pacific trade has doubled in three years.

The purchase of the Leland Line is considered as evidence that American capital is willing to invest in ocean steamships, that there is an advantage to American exporters in American control of ocean steamships, even if not under the American flag and that in the coming development of our ocean transportation facilities the union of trunk railroad lines and the steamship corporation will be an important factor. Including the Leyland purchase American capital owns fully 670,000 tons of steamers under foreign flags, which in actual carrying power exceed all American vessels now engaged in foreign trade. The War and Navy Departments also own 126,847 gross tons of foreign-built transports and colliers. By various special acts, 56 foreign-built vessels of 132,187 gross tons have been admitted to registry. American money accordingly of late years has purchased 931,000 tons of foreign-built steel steamers, while since 1891, there have been built in the United States 1,066,000 tons of steel steam vessels of all kinds.

RAILROAD BUILDING IN THE STATE

A Showing That Will Prove a Surprise to North Carolinians.

There is more activity in the projection and construction of railroads in North Carolina now than in a long while.

The figures of the Corporation Commission showing the amount of railway constructions for the year are not yet complete, but Secretary H. C. Brown says there is unusual activity in railway projection and construction.

We have secured as nearly as possible a list of railroads that are being planned and are in actual course of construction. It is a remarkably large list and gives evidence of the fact that North Carolina is moving along at a rapid pace industrially.

Interest in railroad matters for the past few days has centered in the report that the Seaboard Air Line was contemplating an invasion of Asheville. While this has been an oft-repeated story, credulity was given to the report by reason of the fact that Vice President V. E. McBee, of the Seaboard Air Line, recently made a trip through the country over the proposed route in company with Mr. Frank Cox and other Asheville gentlemen. The Seaboard has traversed the greater part of the State and stopped almost at Asheville's gates. It has been a matter of surprise for years that the Seaboard did not span the gap between Rutherfordton and Asheville, which is only about fifty miles. Mr. McBee's recent trip over the proposed Seaboard extension to the Land of the Sky is very significant at this time. It is known that the new management of the Seaboard Air Line has many big plans on foot.

One of the most important railroad developments in the State is the extension of the Ohio River and Charleston, which is in operation from Johnston City in Tennessee to Huntsdale in Yancey county. The company is making big preparations for the extension of 134 convicts from the prison at Raleigh having gone to Yancey county and there are orders for as many more as the penitentiary can spare. These convicts have been put to work a few miles this side of Huntsdale. The objective point of the new extension is mere speculation. One report is that it will be pushed to completion as far as Marion, where connection can be had with the Seaboard at Rutherfordton. There is another report that the extension will go direct to Morganton with the ultimate object of extension to Wilmington. Asheville is also referred to as a possible terminus of the road. However, the people of Yancey and Mitchell are satisfied with the fact that the railroad is being built in their midst. As soon as the prison crops are harvested Superintendent Mann will dispatch another squad of convicts to the scene of construction.

The Washington and Plymouth railroad has twenty miles in operation from Plymouth, and is building thirteen miles more to complete the road to Washington, N. C. The road will be completed by January 1st. E. A. Armstrong is president and S. Parker is general manager.

The Carthage railroad from Hamlet to Carthage is also considered an extension to Greensboro. Mr. W. C. Petty is president of this road.

The East Carolina, from Tarboro to Maclefield, proposes an extension to Snow Hill, a distance of about twenty miles.

The Aberdeen and Rockfish is building an extension to connect with the Atlantic Coast Line at Hope Mills. The Rockfish road is now forty miles in length.

The Cape Fear and Northern proposes an extension to Lillington and Fayetteville.

The Carolina and North Western is being made standard gauge from Chester, S. C., to Lenoir, 109 miles. A branch twelve miles to a point in Lincoln has been contracted for and a thirty-five mile extension north of Lenoir is projected.

The Charlotte, Monroe and Columbia from McBee, S. C., to Monroe, has ten miles completed. Work is progressing on this road, of which Mr. Chas. E. Johnson is president.

The East Tennessee and Western North Carolina has completed twelve miles of an extension via a proposed route through Montezuma and Morganton to Lincolnton, a total distance of sixty-five miles.

The Raleigh and Western is graded to Harper's, a distance of fifteen miles and there is talk of an ultimate extension to Ashboro.

The Appalachia Short Line, at Appalachia, N. C., has ten miles of railroad in operation and is building three miles.

The Atlanta, Knoxville and Northern has a ten mile branch from North Town to Appalachia nearly completed.

The Atlantic and North Carolina is surveying a branch of fifteen miles from LaGrange to Snow Hill.

The Caldwell and Northern has surveyed an extension from Collettsville, nine miles west to Hanck.

The Elizabeth City and Western, a new line from Elizabeth City on the Norfolk and Southern, about forty miles to the Seaboard, has been surveyed.

The Fayetteville and Albemarle from Southern Pines to Fayetteville, thirty-three miles. Eight miles have been graded eastward. J. C. Brown, of Southern Pines is president.

The French Broad and Southern has proposed an extension from Towaxo to a point near Walhalla, S. C.

The Great Eastern is projected 137 miles via Trent, Snow Hill to Douglas Bay, on Pamlico Sound. The grading has been partly done from Fremont to Snow Hill. The promoters of this road expect ultimately to extend it on from Fremont to Raleigh. Mr. J. W. Lynch, of Kinston, is president.

The Norfolk and Western is building three branches in the State. The first branch is from a point one mile this side of Grayson, Va., where the North Carolina division crosses New River to extend up New River Cotton factories and other industries are to be reached there. The branch is to be about sixty-four miles into North Carolina. Another branch is being built from Chesnut Yard, Va., south to the blue iron ore in Ashe County.

The Stone Mountain Railroad on Roaring River, to run northeast via Stone Mountain to the coal fields of Virginia, is projected. It is from 146 to 176 miles.

The Suffolk and Carolina extension from Ryland, N. C., south seventeen miles via Center Hill to Edenton, is proposed.

Blue Ridge and Atlantic from Tullulah Falls, S. C., to Franklin, N. C., 140 miles, is projected.

Tennessee and North Carolina, from Newport, Tenn., southeast about sixty miles to Waynesville is planned.

The Winston and Wadesboro is being surveyed from Winston to Wadesboro, a distance of ninety miles.

The Beaufort Lumber Company is building from Greenville southeast about twenty-five miles to Vanceboro.

The Eureka Lumber Company of Passaic, N. J., is building from Marble timber lands. The contract has been let for seven miles.

The McMullen Lumber Company is projecting a road from Bowdens to Newton Grove, seventeen miles.

The Ohio, Tennessee and Carolina, from a point near Jellico, Tenn., to Knoxville and then in North Carolina at Little River.

There are two lines projected to Southport. One of these is the Southport and Western Railroad. This road has been incorporated with the privilege of building a railroad from Southport to Wilmington and thence northwest across the State to the Tennessee line.

Extensive Swindling.

New York, Special.—Philip Schmitt and Joe J. Haefner are under arrest, charged with swindling Thomas F. Greacen, a wholesale shoe dealer of New York, out of goods valued at upward of \$10,000. Haefner is a traveling salesman employed by Greacen, and according to the police, he transferred large amounts of goods to Schmitt under fraudulent sales. An examination of Greacen's books showed that the irregularities dated back for five years.

56 Sailors Drowned.

Victoria, B. C., Special.—The steamer Queen Adelaide arrived Friday morning, after a stormy passage of 20 days from Kobe, Japan. She encountered very rough weather off the Japanese coast and made very little headway for three days. From the Japanese port she brought news of the loss of the steamer Tsuriko Maru, a 200-ton vessel, which ran on the rocks of Goto Island, on October 11th, and her crew of 50 were lost. The steamer was carrying coal from Kobe to Hong Kong.

To Found Another Town.

Guthrie, O. T., Special.—P. H. Fitzgerald, of Indianapolis, who launched the town of Fitzgerald, Ga., several years ago, was granted a territorial charter for the purpose of subdividing the lands comprising the Fort Supply military reservation, in northwestern Oklahoma, to open them to settlement. The reservation contains 40,000 acres and has been abandoned by the government.

Seth Low's majority for mayor of New York city is 29,864.

A HANGING HORROR.

Louis Council Pays With His Life the Penalty For Crime Charged to Him.

THE ROPE BROKE IN FIRST FALL.

Council Swore to His Innocence to the Last, and Went Boldly to the Scaffold.

Fayetteville, Special.—Louis Council was executed inside the jail of Cumberland county at 10:05 o'clock Saturday morning in the presence of about twenty-five witnesses, including Dr. John D. MacRae, county physician, Dr. A. S. Rose, county coroner, the reporters of the press, and several representative citizens—all of whom were formally summoned by Sheriff Burns. Rev. Father Marion, of the Roman Catholic church, attended the condemned man in his last hours, as he has been with him throughout his imprisonment, and was at his side on the scaffold.

At exactly 10 o'clock Sheriff Burns read to Council the warrant of Gov. Aycock, fixing his execution on Saturday, November 2d., between the hours of 10 and 2 o'clock, the sole comment of the condemned being: "I am innocent of this crime." For ten minutes Father Marion walked slowly with Council up and down the middle corridor reading aloud in a deep, sonorous voice passages of the Scripture, and then Council knelt at his feet and repeated a prayer in a low but distinct and steady voice.

Council was dressed neatly in a dark suit, with white checked shirt, and turn-down collar, and throughout displayed wonderful nerve. After the prayer, walking between the priest and the sheriff, the prisoner traversed the corridor erect and unmoved, and ascended the ladder to the top of the steel cells, which formed a platform on which stood Council, Father Marion, Sheriff Burns and Deputies Raynor and Monaghan, the latter of whom bound the condemned man about the feet and arms, Council repeating over and over again: "As Christ died for love of me, so I die for the love of Christ."

Then Father Marion said: "Louis Council, you know that you have no hope, that you have a moment to live, and I want you to tell these gentlemen here present whether you are innocent or guilty of the crime with which you are charged."

Council, who held in his clasped hands across bearing the image of the Christ, said: "By this cross which I hold in my hands I am an innocent man."

Father Marion, turning towards those assembled, and looking up at him from their places in the surrounding corridors, repeated the words of the condemned. Then gently taking the cross from Council's hands and holding it aloft, he straightened his stalwart figure to its full height, and in ringing tones, said: "I here declare that never in North Carolina has any man died under the law who betrayed less fear and displayed more grit and nerve than this man, and through all my ministrations to him in his cell he has never weakened. And over and over again I have urged him to make confession if he were guilty, and I here proclaim, in spite of the warrant of Governor Aycock, that Louis Council dies an innocent man."

Then turning to the figure before him, he said "Good bye, Louis, I shake your hand. Have you anything to say to the sheriff?" Council thanked the latter and his officers for their kindness during his imprisonment, and the following were his last words: "I don't feel hard towards anybody, and I forgive all for prosecuting me, and when I come to die they will know I am an innocent man."

Officer Moneghan then adjusted the black cap, there was a moment of breathless silence, the sheriff nodded the signal, there was a whirl of the spring—and an excited, horror-stricken voice cried: "The rope has broke!"

Father Marion exclaimed: "The rope was tested yesterday with a two-hundred pound bag! Keep cool! Get the man back up here."

Council's swaddled body had fallen to the stairway below and the officers

raised it, and ascended the steps, dreadful groans and agonized gurglings in the throat coming from the wretched man.

As soon as possible another rope was brought and an end was made of the fearful scene by a second drop. The body was pronounced extinct of life in twelve minutes by Drs. MacRae and Rose, and was lowered, and conveyed to a room on the lower floor, where it was consigned to the hands of J. R. McNeill, undertaker.

No one attributes anything like carelessness to Sheriff Burns by the breaking of the rope. It was repeatedly tested, was considered of remarkable strength and was brought specially from Raleigh, being the one with which the negro preacher Jones was hanged.

Thirty People Hurt.

Bedford, Ind., Special.—A wreck occurred on the Monon, in this city, in which 30 persons were injured. A combination passenger and stone train broke in two at the intersection of the Monon and Southern Indiana roads, coming together a few minutes later with a crash. In the two passenger coaches were 100 quarrymen and officials. Of this number 30 were bruised and injured, some of them seriously.

Accident at Greensboro.

Greensboro, Special.—John Wilkins, a flagman in the Southern Railway's yards here, met sudden death at a coal scute in the western part of town Monday morning. He was sitting on the front of a loaded coal car which ran off the trestle and fell to the ground, a distance of 30 feet. Wilkins held to the car as it went over the trestle, but fell to the ground and was covered with coal. It is supposed that he died instantly. The car struck the ground on one end and remained in an upright position.

Nearly All of Dare County Sold.

Raleigh, N. C., Special.—News has just been received here that the United States Circuit Court of Appeals affirms a decision of the Federal Court, which orders the sale of about 150,000 acres of land in Dare county. This involves practically the entire county of Dare in eastern North Carolina, except the town. The value of property in Dare county is put at nearly a half million dollars. The land is heavily timbered and is valuable.

Shelby Knitting Mill Burned.

Shelby, Special.—The Laura Knitting Mill at this place owned by Messrs. C. M. Lattimore and Orlando Elam, was burned Tuesday night at 12 o'clock. The cause is unknown. The loss was \$10,000; insurance \$6,500. This is a new plant and has been in operation only about two months. It was equipped with new and latest machinery.

Ellis Todd, convicted in Horry county of aggravated assault and battery.

Bud White Bound Over.

Fort Scott, Kans., Special.—Bud Gillette, the Webb City, Mo., foot racer, charged with complicity in swindling State Representative F. M. Davis, of this city, out of \$5,000 on a foot race, was bound over here in the sum of \$5,000. As a result of the examination it is stated that the extradition of several prominent persons of Webb City, charged with being members of a regularly organized band will be asked for.

Death of Li Hung Chang.

Pekin, By Cable.—Li Hung Chang died at 11 o'clock Thursday morning. At 9 o'clock Wednesday evening white Earl Li was still alive in the courtyard of the yamen was filled with life-size paper horses and chairs with coolie bearers, which his friends sent, in accordance with Chinese customs, to be buried when he died in order to carry his soul to heaven. The Chinese officials are somewhat uneasy concerning the effect his death will have on the populace, and to guard against a possible anti-foreign demonstration the Chinese generals have disposed their troops about the city in such a way as to command the situation. Trouble, however, is extremely improbable.

It takes 5,000 unloaded bees to make a pound that is, when the bee leaves its hive in search of honey it weighs only the 5,000th part of a pound. When it returns, however, from the fields and flowers, freighted with honey, it is three times that heavy.